



Aviation Investigation Final Report

Location:	Goma,	Accident Number:	DCA10WA044
Date & Time:	April 19, 2009, 11:00 UTC	Registration:	
Aircraft:		Aircraft Damage:	Substantial
Defining Event:		Injuries:	N/A
Flight Conducted Under:	Non-U.S., commercial		

Analysis

Probable Cause and Findings

Findings

Factual Information

History of Flight

On November 19, 2010, about 0900 UTC, 9Q-CAB, an MD-80 operated by Compagnie Africaine d'Aviation, a domestic scheduled passenger flight, overran runway 36 during landing and struck obstacles at Goma International Airport, Democratic Republic of Congo (DRC). Instrument meteorological conditions prevailed at the time. There were 117 persons aboard, and 20 passengers were injured. The airplane was destroyed. There was no fire. The flight originated at Kinshasa, DRC.

The investigation is being conducted by the Congo Ministry of Transport. The NTSB has designated a U.S. Accredited Representative under the provisions of ICAO Annex 13 as the State of design/manufacture.

Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied:
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:		Registration:	
Model/Series:		Aircraft Category:	
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	Compagnie Africaine d"Aviation	Rated Power:	
Operator:	Compagnie Africaine d"Aviation	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	
Destination:		Type of Clearance:	
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Goma International FZNA	Runway Surface Type:	
Airport Elevation:	5089 ft msl	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	
Runway Length/Width:	6545 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	-1.670833,29.238332

Administrative Information

Investigator In Charge (IIC): Jones, Dennis

Additional Participating Persons:

Original Publish Date: November 3, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=75648>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).